Collision Position Statement

May 1st, 2026

ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS) INTEGRITY AND REPAIR TECHNICAL IMPERATIVES Ford Motor Company vehicles are engineered with a sophisticated ecosystem of Advanced Driver Assistance Systems (ADAS) designed to enhance the customer experience, driver support, and vehicle performance. The proper function and performance of these systems—including, but not limited to, Ford BlueCruise, Adaptive Cruise Control, Pre-Collision Assist with Automatic Emergency Braking (AEB), Evasive Steering Assist, Lane-Keeping Systems, Auto High Beam Control, Blind Spot Information System (BLIS), and Surround View Cameras—is strictly dependent on the vehicle being equipped and repaired according to Ford's original design and service specifications.

Ford Motor Company's Definition of ADAS-Related Repairs

Any repair, replacement or remove/install of:

- ADAS sensors (including but not limited to cameras, radars, ultrasonics)
- Parts that provide attachment for or affect the position of ADAS sensors (including but not limited to bumper beams, quarter panels, mounting brackets)
- Parts that are in the field of view of ADAS sensors (including but not limited to bumper fascias, grilles, glass, licensed accessories, etc.)

1. DIAGNOSTIC SCANNING AND CALIBRATION To help ensure the safety of our customers, Ford Motor Company requires:

- **Pre-Repair Diagnostic Scan:** Required for all vehicles with damage to identify Diagnostic Trouble Codes (DTCs), even when no dashboard indicators are present.
- **Post-Repair Diagnostic Scan:** Required to confirm all systems are communicating correctly and no new faults were introduced during the repair process.
- **System Calibration:** Required for all vehicles with ADAS-related repairs to ensure proper operation of ADAS sensors and features. Calibration must be performed on any affected component regardless of whether a Diagnostic Trouble Code (DTC) is present. Certain ADAS sensors may not immediately trigger a DTC if misaligned. Failure to calibrate could result in a vehicle leaving the repair facility with compromised or inoperative ADAS features. Calibration procedures are described in Ford's Workshop Manuals (WSM) and require Ford Service Information, Ford Diagnosis and Repair System, and Integrated Diagnostic System (FDRS/IDS) procedures.

2. SENSOR OBSTRUCTIONS ADAS sensors (Radar, Ultrasonic, and Cameras) require an unobstructed "Field of View." Partially or fully obstructed sensors could affect the ADAS behavior and may prevent them from working as designed. This could lead to unexpected system responses or other behaviors. Certain ADAS sensors may not immediately trigger a DTC, indicator light, or warning message if obstructed. Ford Motor Company does not approve and highly cautions against the use of the following components on or near ADAS sensor fields like, (front/rear bumpers, grilles, windshield, side mirrors, and quarter panels), as they have not been validated by Ford.

- **Aftermarket Accessories:** Grille guards, bull bars, light bars, winches, snowplows, body armor, or oversized roof racks, cargo racks or other similar items, unless approved by Ford.
- **Aesthetic Modifications:** Decorative wraps, paint protection films (PPF), stickers, magnets, heavy metallic-based paints, or other similar items, unless approved by Ford.
- **Glass & Tint:** Window tints or decals that overlap camera field of view near the rearview mirror can distort light transmission and cause system failure or unintended braking.

3. VEHICLE MODIFICATIONS Driver assistance systems are carefully designed and tested for the vehicle's original ride height, wheel offset, and suspension geometry.

- **Vehicle Modifications:** Ford Motor Company does not validate or support the performance of ADAS features on vehicles modified with non-OE suspension components (such as non-sanctioned lift or lowering kits) or non-sanctioned wheel/tire combinations. Any component failure or damage resulting from the installation of any such modification—unless it is a Ford or Ford Performance sanctioned accessory installed per Ford procedures—is not covered by the Ford New Vehicle Limited Warranty or service plan for all ADAS-related systems, components, and performance outcomes.

4. USE OF GENUINE FORD ORIGINAL EQUIPMENT (OE) PARTS Ford ADAS technologies are validated exclusively using Ford Genuine Parts. Any damage or failure caused by the installation or use of non-Ford/aftermarket parts will not be covered under the Ford New Vehicle Limited Warranty or extended service plans. Proper ADAS performance is particularly dependent on the OE quality and specification of these specific components:

- **Modules:** ADAS modules are programmed with vehicle-specific software and configurations. Unapproved electronic modules may be incompatible with the vehicle or its sensors, preventing proper system communication and performance.
- **Sensors:** Recycled, salvaged, aftermarket, or reconditioned ADAS sensors are not approved for use, as they have not been validated by Ford and *may not be compatible with the software or the other sensors on the vehicle*. Such parts may lead to DTCs, warning messages, calibration difficulties, and/or deficient ADAS functionality or performance.
- **Bumper Covers/Grilles:** Many radar sensors are mounted behind the bumper fascias and must "see through" them to function correctly. Aftermarket or recycled parts may have different material thickness, composition, or repair history (such as plastic welding or the

use of body filler) that can interfere with radar signal transmission. Furthermore, the accumulation of paint layers—including primer, base coat, and clear coat—must not differ from Ford factory specifications. Changes to paint thickness (for example, the application of three or more coats of paint) can attenuate or deflect radar signals, leading to system failure or inaccurate detection. Only approved refinishing procedures and specific thickness limits found in the WSM may be utilized to ensure sensor performance.

- **Windshields:** An ADAS camera may be mounted at the windshield near the rear-view mirror and must "see through" the windshield to function correctly. *Unapproved windshields can distort the camera's vision* and cause system failure, unintended braking, or other ADAS performance issues. Refer to Ford's position on Glass Replacement.

5. WARRANTY AND LIABILITY LIMITATION Ford Motor Company does not validate the safety, compliance, fit, or function of aftermarket, salvaged, or reconditioned parts.

- **Warranty:** Any failure of a Ford system or component resulting from the use of non-OE parts, unapproved repair procedures, or unauthorized vehicle modifications is **NOT COVERED** under the Ford New Vehicle Limited Warranty.
- **Liability:** Failure to adhere to the official WSM procedures for ADAS calibration and repair significantly increases the risk of system malfunction. Ford Motor Company disclaims all liability for damages, injuries, or fatalities arising from repairs performed with non-approved parts or procedures.

RESOURCES

- **Technical Procedures:** www.fordserviceinfo.com
- **Required Diagnostic Software:** FDRS (2018-present) / IDS (1996-2017)
- **Field of View:** Front radar (CCM) and front camera (IPMA camera), Refer to GSB 25-7042.
- **WSMs:** For positions of each ADAS sensor, refer to Component Location in the WSM.

Component	WSM Section
Ultrasonic Parking Aid Sensors	413-13
Surround View Cameras (360 degree)	413-13
Front and Rear Corner Radars (SOD)	419-04
Front Center Radar (CCM)	419-03
Front Windshield Camera (IPMA Camera)	419-07

- **Certified Network:** www.collision.ford.com

Ford Motor Company officially mandates adherence to these standards to ensure the vehicle is restored to the high safety standards to which it was originally manufactured.